

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4884.

號三月三年九十七百八千一英

HONGKONG, MONDAY, MARCH 3, 1879.

日一十月二年卯己

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 180 & 182, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monnaie, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZ & Co., Malacca.

Yokohama, LANE, CRAWFORD & Co.

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RECENTLY ARRIVED, FOR SALE.

RODGERS' CELEBRATED CUTLERY.

WATERBURY'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUZE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS.

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First-class Composers,

OPERAS, Musical Instruction Books, &c.

A Fine Selection of SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured Breakfast CLARET.)

BRANDIES, GIN.

LIQUEURS, ALES, &c.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

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LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCIER and ADETS' CLARETS.

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Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

WEDNESDAY,

the 5th March, 1879, at Noon, at his Sales Rooms, Queen's Road,—

6 Bolts Each No. 1, 2, 3 and 4

COTTON DUCK.

9 Bolts Each No. 6, 7 and 8

RAVENS DUCK.

100 lbs. COTTON TWINE.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, March 1, 1879. mr5

AUCTION OF ENGLISH-MADE HOUSEHOLD FURNITURE, GRAND PIANO,

&c., &c., &c.

LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on

WEDNESDAY,

the 5th March, 1879, at 2 o'clock p.m., at "The Hermitage," the Residence of A. McG. HEATON, Esq.,—

The whole of the ENGLISH-MADE FURNITURE, comprising:—A Drawing-Room Suite of Ebonized Walnut Covered with Cretonne, Whatnots, Side Tables, Chiffoniers, Mantel-piece Mirror, Chromolithographs, Window Curtains, &c., &c.

Dining-Room FURNITURE, comprising:—Polished Oak Chairs and Couches covered Morocco, Sideboard, Dining Table, Whatnot, Electro-plated Ware, Glass, and Crockery Ware, &c., &c.

Bed-Room SUITE, consisting of:—Polished Ash Wardrobes with Mirror Doors, Dressing Tables, Chests of Drawers, Chairs, Toilet Glass, Writing Table, and a Brass Bedstead with Spring and Horse-hair Mattress, &c., &c., &c.

Also, A GRAND PIANO, by JOHN BROADWOOD & SONS.

Catalogues will be issued, and the Furniture will be on view from Noon of Tuesday, the 4th.

Hongkong, February 26, 1879. ma5

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Store-keeper, to sell by Public Auction, on

TUESDAY,

the 11th of March, 1879, at 11 o'clock a.m., at H. M. NAVAL YARD,—

Sundry condemned NAVAL and VICTUALLING STORES, comprising:—Old Wrought and Cast Iron, Iron Tanks, Leather Hoses, Canvas, Lamps, Lanterns, Glass, Clocks, Boats, etc., etc.

Sundry Provisions, Clothing, etc.

4 Tins each 4 gal. Ether.

And, 2817 lbs. Tobacco.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, Feb. 21, 1879. mr11

Shipping.

Steamers.

FOR HOIHOW.

The Steamship "YESSO,"

Capt. S. ANTON, will be despatched for the above Port on TUESDAY, the 4th Prox., at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.

Hongkong, February 28, 1879. ma4

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "LANAIS,"

Commandant DE LA MARCELLE, will be despatched for YOKO-

HAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX,

Agent.

Hongkong, February 28, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE,"

Commandant BRUNET, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,

Agent.

Hongkong, February 28, 1879.

Shipping.

Steamers.

FOR SINGAPORE AND PENANG.

The British Steamer "ATHOLL,"

Captain TROSBY, will load here for the above Ports, and will leave this on FRIDAY, the 7th Instant, at 2.30 p.m.

For Freight or Passage, apply to

HOP KEE.

Hongkong, March 1, 1879. ma7

Sailing Vessels.

FOR PORTLAND (OREGON).

The American Barque "ALDEN BESSE,"

Captain NOYES, will load here for the above Port, and will leave this on MONDAY, the 10th Instant.

For Freight or Passage, apply to

HOP KEE.

Hongkong, March 1, 1879. mr10

FOR MANILA.

Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the EIGHTH (ORDINARY) MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive.

By Order of the Board,
J. BRADLEE SMITH,
General Agent.

THE CHINESE INSURANCE CO., LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company, will be held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 10th day of March next, at 3 p.m., for the purpose of passing certain Special Resolutions providing for the following alterations in the Constitution and Articles of Association of the Company; viz:—

- 1.—That the Business of the Company be in future managed by a Board of Directors and a Secretary instead of the former and General Agents as heretofore.
- 2.—That if in the opinion of the Directors the Business of the Company in any year be such as not to warrant the Payment of Interest at 12 per cent. per annum on the Paid-up Capital, they may during such year reduce such Rate to such lower amount as they may consider desirable for the interests of the Company.
- 3.—To enable the Directors if a necessity shall arise to pay such Interest or any part thereof out of the Reserve Fund.
- 4.—To provide that when there shall be profits applicable for dividend the same shall be divisible as the Shareholders in Meeting shall determine.
- 5.—That Fourteen Days instead of Thirty Days notice may be given of all Meetings of the Company.
- 6.—That Clause 147 of the Articles of the Company be expunged, leaving future changes in the Regulations of the Company to be made as provided for by Ordinance No. 1 of 1855.

NOTICE is hereby also given, that a Second EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company, will be held at the same Hour and Place on MONDAY, the 24th day of March next, for the purpose of confirming such Special Resolutions as may be passed at the First mentioned Meeting.

Dated this Third day of February, 1879.
By Order,
J. BRADLEE SMITH,
General Agent.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. Teviot, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk into the Godowns of Messrs BUTTERFIELD & SWIRE, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th Proximo will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, February 26, 1879. ma4

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship BELGIC, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo landed, and stored at Consignees' risk and expense.

G. B. EMORY,
Agent.

Hongkong, February 26, 1879. ma5

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Ex "Ava."

A M E (in diamond) A M C (underneath) No. 8/8, Order, 2 cases Haberdashery, from London.

H J A H (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London.

Hongkong, February 15, 1879.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship
"CHINKIANG."
S. M. Orr, Master, will be despatched for the above Port TOMORROW, the 4th Instant, at Noon, instead of at the time previously notified.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, March 3, 1879. ma4

FOR SWATOW, AMOY & FOOCHOW.
The Steamship
"NAMOA."
Capt. Westoby, will be despatched for the above Ports on THURSDAY, the 6th Instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.
Hongkong, March 3, 1879. ma5

FOR HOIHOW AND HAIPHONG.
The Steamship
"CONQUEST."
Captain Scott, will be despatched for the above Ports on FRIDAY AFTERNOON, the 7th Inst., at 5 p.m.

For Freight or Passage, apply to
E. SHUN HONG,
Agent.

No. 42, Bonham Street,
Hongkong, March 3, 1879. ma7

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for All Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Departure of the Company's Steamship
"OCEANA."
Edmundson, Commander, is POSTPONED until SATURDAY, the 8th Instant, at Noon.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, March 3, 1879. ma8

FOR AMOY.
The Steamship
"ESMERALDA."
Capt. Cullen, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, March 3, 1879.

FOR MANILA.
The Steamship
"OLYMPIA."
will have immediate despatch. For Freight or Passage, apply to
LANDSTEIN & Co.
Hongkong, March 3, 1879. ma10

FROM KOBE, NAGASAKI & AMOY.

THE S. S. Glenorchy having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 10th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, March 3, 1879. ma10

FOR SALE.
A 58-inch SINGER & Co.'s "SPECIAL CHALLENGER" BICYCLE, quite new. PATENT BEARINGS. PATENT SADDLE. DOUBLE BRAKE, & EXTRAS. Will be sold under Invoice Price; owner leaving Colony.

Apply to SAYLY & Co.,
Where Machine can be seen.
Hongkong, March 3, 1879.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BREITHOVEN, German barque, Capt. R. Haje. —Melchers & Co.

WANDERING MINSTER, British barque, Capt. Sievwright. —Captain.

LAROS, British barque, Capt. T. Brown. —Edward Schellhaas & Co.

NEHEMIAH GIBSON, American barque, Capt. D. Bradford. —Meyer & Co.

CRADIE LEE, British barque, Capt. A. I. Winther. —Butterfield & Swire.

SHIPPING.

ARRIVALS.

March 1, Pacific, German steamer, put back.

March 1, Alie, German steamer, put back.

March 2, Glenorchy, British steamer, 1775, J. S. Hogg, Amoy March 1, General. —JARDINE, MATHESON & Co.

March 2, Huai Yuen, Chinese steamer, 785, O. Wilson, Shanghai Feb. 26, General. —O. M. S. N. Co.

March 2, Chinkiang, British steamer, 798, Orr, Shanghai Feb. 23, and Swatow March 1, General. —SIEMSEN & Co.

March 3, Ningpo, British steamer, from Canton.

March 3, Sun-ke, Chinese R. C., from a steamer.

March 3, Olympia, German steamer, 783, T. Nagel, Saigon Feb. 23, Rice. —SIEMSEN & Co.

March 3, Est, French barque, from Whampoa.

March 3, Elizabeth Childs, British barque, 881, C. E. Lindberg, Quinhon Feb. 18, Ballast and Salt. —WILKES & Co.

March 3, Cordillon, for Tientsin.

Yesto, for Holhow.

March 3, for Manila.

Chinkiang, for Shanghai.

Pratt, for Shanghai.

Channel Queen, for Newchwang.

Paul Revere, for Manila.

Dayna, for Takao.

Creswell, for Takao.

Bermine, for Haiphong.

March 2, Kiangtung, for Coast Ports.

2, Teviot, for Shanghai.

2, Huai Yuen, for Canton.

2, Yotlung, for Swatow.

2, Corea, for Manila.

DEPARTURES.

2, Teviot, for Shanghai.

2, Huai Yuen, for Canton.

2, Yotlung, for Swatow.

2, Corea, for Manila.

2, Prince Arthur, for Cheloo.

2, Conchita, for Saigon.

2, Bellona, for Bangkok.

2, Philippine, for Newchwang.

2, Glauca, for London, &c.

2, Glenorchy, for Singapore.

2, Ningpo, for Shanghai.

2, Teviot, for Shanghai.

2, Huai Yuen, for Canton.

2, Yotlung, for Swatow.

2, Corea, for Manila.

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2, Glauca, for London, &c.

2, Glenorchy, for Singapore.

2, Ningpo, for Shanghai.

General Memoranda.

WEDNESDAY, March 5:—
11 a.m.—Sale of Sundries, &c., at the Central Police Station.
Noon.—Sale of Cotton, Duck, at Mr Armstrong's Sales Rooms.
2 p.m.—Sale of Household Furniture, &c., at Mr Houston's residence, "The Hermitage."

THURSDAY, March 6:—
Daylight.—Namo leaves for Coast Ports.

FRIDAY, March 7:—
2.30 p.m.—Atholl leaves for Singapore, &c.
5 p.m.—Conquest leaves for Holhow, &c.

SATURDAY, March 8:—
Noon.—French Mail leaves for Ports of Call and Europe.
Noon.—Ocean leaves for Port Darwin, &c.

MONDAY, March 10:—
3 p.m.—Meeting of Shareholders of The Chinese Insurance Co., Limited, at No. 39, Queen's Road.

Transfer Books of The Chinese Insurance Co., Ltd., closed from this date to 24th March, inclusive.

Alden Bess leaves for Portland Oregon. Goods per Glenorchy undelivered after this date subject to rent.

TUESDAY, March 11:—
11 a.m.—Sale of Sundries at Naval Yard.

SATURDAY, March 15:—
Noon.—English Mail leaves for Ports of Call and Europe.

MONDAY, March 17:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commences at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MARCH 3, 1879.

AN amusing though not unnatural blunder has been made by the local Chinese papers over the telegram which appeared on Saturday evening—"The Prince Imperial is going to Natal to witness the Campaign." This has been understood by our native contemporaries to mean that the Prince of Wales—the Prince certainly who is best entitled to "imperial" honours at the hands of foreigners here—had gone to Zululand to annihilate or exterminate the Kaffirs!

If we were to attempt to explain that the so-called "Prince Imperial" was not a Prince of any existing Imperial regime, but simply the son of the late Napoleon III. (whose Imperial power was given away at the surrender of Sedan), probably the confusion of our Chinese colleagues would become worse confounded.

We can safely assure them, however, that there is no likelihood of the Prince Imperial doing anything of a violent nature at or near Natal.

A recent issue of the *Universal Circulating Herald* contained an article—a translation of which is given in another column—expressing the greatest astonishment at the fact that respectable foreigners here had been guilty of so unseemly an act as that committed in the City Hall on the 13th of February last. The perplexing circumstance to the native editorial mind is, that people so famed for their loyalty to Queen and Country should so far forget themselves as to laugh at some of the peculiarities of the representative of that authority on the Island. It is of course useless as yet to attempt to make clear to the Chinese mind the individuality and spirit of our free institutions; but it may be as well to tell the *Herald* that the loyalty of those who were present and enjoyed the harmless pleasures of the performance lately given in the City Hall was stronger than that of the native editor because it was so enlightened as to know its own strength and the honest elements of which it was composed. They knew and felt that there was not the slightest intimation of disloyalty to anyone intended; and but for the senseless brookings of one or two foreigners whose sense of the fitness of things seems to be somewhat unwhipped, we believe not a word would ever have been heard of disloyalty or even of disrespect. It would almost seem that the nonsensical utterances of the small party referred to have got somehow mixed up with the Celestial notions of the yet unfledged section of the so-called "debased press," with the hopelessly confused result now presented in the article referred to. Things are not now what they were wont to be, and an unnecessary and unwelcome factions spirit appears to be called up on every side. A Chinese editor may be excused for such a statement as that above alluded to; not so those who ought to know better. We fancy that a year's brisk revival of

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *And* will be despatched on SATURDAY, the 8th March, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Balaia, Bumah, O yon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *Belgia*, will be despatched on MONDAY, the 17th March, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West India (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, February 26, 1879. ma17

HOURS OF CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—
5 P.M.—Money Order Office closes; Post Office closes except the NIGHT BOX, which remains open all night.

Day of departure.—
7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M.—Mails closed, except for Late Letters.

11.10 A.M.—Letters may be posted with Late Fee of 18 cents until

11.30 A.M.—when the Post Office Closes entirely.

11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Yesto leaves for Holhow.

Noon.—Chinkiang leaves for Shanghai.

Meeting.

2.30 p.m.—Meeting of The H. K. General Chamber of Commerce at the City Hall.

Miscellaneous.

Goods per Teviot undelivered after this date subject to rent.

the old *China Punch* days would work wonders in some circles of our community at the present time.

A CORRESPONDENT draws attention to some of the erroneous impressions which seem to have arisen respecting the case against the Canton Steamer Company for overcharge of passengers. While the authorities are bound to see that a reasonable amount of security is provided for those who travel in these river steamers, it is manifestly absurd to apply the same rules to vessels which ply between this port and Canton as would be rightly applicable to those trading with the Coast Ports here or in England. It appears to us to be almost impossible to legislate so as to provide adequately against panics on the part of passengers. Steam-launches, for instance, may be compelled to keep their boilers "steam-worthy," and carry no more than a certain number of passengers; but if those on board so conduct themselves, by rushing to one side or the other and otherwise endangering the boat's safety, there is nothing which can be done by official or other means to prevent injury or even loss of life resulting therefrom. It may be made compulsory to widen the doors of a theatre, as also to provide on the premises the means of extinguishing a fire; but there is no possible act of the legislature that could prevent the wild panic of the audience or the frantic and often fatal rush to the doorways. Any legislation, therefore, to be fair must of necessity be reasonable, while the supposed dangers to be avoided must equally be those which are reasonably within the power of prevention. To say, for instance, that the *Kinsan*, *Powan* or *Ishang* should carry boats sufficient in case of accident to accommodate every passenger carried, is simply nonsensical. There is scarcely a single possibility (except explosion, against which other provisions are brought independently to bear) in which a Canton river steamer could not be either beached or find shelter on the route. It has been alleged with what truth we have not discovered, that the *Princess Alice*, with about a third of the tonnage of the *Powan*, carried more passengers than were allowed by the condemned though legally existing ordinance to the last-named vessel. The absurdity of applying ordinary home rules to the case of river steamers may be seen if we take the question of boat accommodation in case of accident. Suppose the *Kinsan* carried say 2000 passengers—we believe she has never been known to carry much in excess of that number—let us see what this human freight would require, under the Board of Trade instructions to surveyors, by way of boat accommodation. The instructions state—"A life-boat, fitted with efficient and substantial air-casings, is deemed to be capable of carrying one adult for every ten cubic feet of her capacity. Thus a life-boat measuring 28 feet by 8.5 by 3.5, whose cubic contents by the present rule are 500 feet, is deemed to be sufficient for 50 adult persons." Under such circumstances, and presuming that the *Kinsan* were permitted to carry 2,000 passengers, she would be compelled to provide hereof with no less than forty boats of the kind and size above described. Such are a few of the ridiculous features of the recent discussion regarding river passenger traffic; and we earnestly trust that the consideration of the case now submitted to H. E. the Governor will be proceeded with altogether apart from the marvellous and sensational elements with which some have sought to surround it.

THE IMPROPRIETY OF DERIDING THE CHINESE PEOPLE.

The following is

stop it. Pocket-knives are made in Canton and marked "Rogers Superior Cutlery." They are got up to look very much like the genuine article, but their resemblance ends. They are made of hoop-iron which bonds immediately an attempt is made to cut anything harder than butter. A number of these were seized at Canton this morning as they were being conveyed on board the steamer for the Hongkong Market, and we understand that there are large numbers of the same article to be found in Chinese shops and amongst hawkers of "foreign" goods.

An inquest was held this afternoon on the bodies of two Chinese children, a boy and a girl, aged respectively 6 and 4 years. The following gentlemen comprised the jury, Messrs. C. S. Haden, W. G. Humphreys and E. D. Sapey. The evidence went to show that the deceased were both drowned owing to the capsizing of a sampan on Saturday morning. The mother of the deceased (Leung Ahim) stated that the deceased, witness's father-in-law, aunt, uncle, and herself were in the sampan alongside the steamer *Namoa*, when two passengers from the steamer engaged the boat to take them on shore. Witness pushed off from the steamer as soon as the passengers got on board. At this moment two more men jumped from the steamer on to the top of the house, and the boat immediately capsized and all were thrown into the water. Witness and others clung to the boat, but the deceased were both in the hold. Those who were clinging to the boat were picked up by a cargo-boat. One of the children was drowned and the other was rescued by a foreigner and taken on board the *Namoa*. There was not much seen on the spot.

Dr. Wherry gave evidence, proving the cause of death to be from drowning. Kwok Ahlei, the aunt of deceased, gave corroborative evidence. Low Ahow, and two others travelling traders, deposed to having engaged the boat for 40 cents to take them and another man on shore. One of the boat people shoved off the boat and, shoving too hard, the boat capsized. No one jumped on board. They were about 6 feet away from the steamer when the boat capsized. We were all sitting down in the boat when the accident occurred. Witnesses had lost all their luggage.

Kwok Sing Tsan, a farmer at Swatow, said he came here by the steamer *Namoa* to look for employment, and corroborated the statements of the previous witnesses.

Tang Aloi, uncle of deceased, stated that they had engaged to take two men on shore, and as they were shoving off from the steamer the last two witnesses jumped on to the boat and she capsized. The last two witnesses had no luggage.

Tang Usan, the father-in-law of the first witness, corroborated the previous witness's statement.

Richard Wright, 3rd officer on board the *Namoa*, sworn, stated:—I did not see the boat capsized. The *Namoa* arrived at about 4 past 6 on Saturday morning. There was a strong breeze blowing and a nasty chop of the sea. The weather moderated about 1 p.m. I do not think that the weather had anything to do with the capsizing of the boat as she was on the leeward side of the vessel.

The Jury returned a verdict of accidental death as they were of opinion that although there was a certain amount of recklessness yet there was evidently no intention to capsize the boat, which they thought was more due to bad management than to any carelessness displayed.

The *Shen Pao* (Shanghai) has heard that the defeat of the troops by the Hakka insurgents in Hainan, was owing to the insurgents pretending to flee and so leading them into a narrow defile, where a mass of water, which had previously been dammed up for the purpose, was suddenly let flow upon them. By this device a whole battalion of four hundred men was drowned. Previous to this the troops had been uniformly victorious in all their encounters with the rebels.—*Courier*.

Canton.

March 1, 1879 (evening).

A month ago we had the pleasure of offering your readers such participation as a brief note afforded in the entertainment then provided this community by the "Concordia" Amateurs assisted by two ladies. That the interval had served them as ample time for the presentation of even, in the ensemble, (i.e. the number and variety of the plays and the picturesque-ness of scenery and costume) a greater treat, was a pleasing surprise last evening at the Hall; and the gratification was heightened by finding the "Sir William Evergreen" of the previous occasion rejuvenated as the Captain Gaythorne who had plucked a way-side flower whose sweet promise was happily allied to witty performance that precluded being "cut off with a shilling" by the red-striped martinet of an uncle, who albeit a valiant Colonel, Berners was brought to bay by a wild bull and, happily for our heroine, put upon the horns of a dilemma compelling her fleeing into the ambush wherein she, er-while the unconscious decoy, became the clever strategist who compelled surrender from one bent on the application of the military rig of the camp to family relations—a victory gained, let us acknowledge, by such touches of nature as no counterfeit of the sex could have achieved and evincing also, in sublimity of delineation, some finer ones than were required in the "Rough Diamond" by the same lady a month ago. The Colonel Berners of last night was one of our veterans, and whilst the encounter

he had with the wild bull vouched for his broad red stripes of his trousers, we do not doubt that his valor was true-blue because he succumbed to the charming feints, faints and voluble strategy of his nephew's wife; but rather the contrary: Yet for proofs of his military training we are fain to defer to the judgment of the Gentlemen of that profession from your city who with their Ladies favored the performance with their presence.

The second play was in scenic and picturesque effects, in costume and especially in music the most important and lengthy; and gave scope to the German amateurs for their characteristic animation and geniality of dialogue, in their own language, and yet with so much pantomimic skill of gesture as enabled all to follow the "motive" of the playwright and discern the plot. It is needless to say that the parts were all well sustained, for our German friends are patient students, and compelled in our communities, mostly composed of Anglo-Saxons, to speak in English in general society, they have a special zest in dramatic renderings founded on the history of their own country and in their own tongue; the more demonstrative parts, therefore, of Schnubbe, Emilie, Kinne and Lademann, were markedly *con amore*,—that of Emilie, by a young gentleman, being faultlessly natural to the part. Nor should we forget the "local hit" of Kinne, restricted as they were to the limits of good taste and neighborly good feeling.

We need say but little of the favorite old but stirring farce of "Box and Cox," except that it was so far from losing its character as the "stir," that it may be said it was re-animated on this occasion by (strange to say) the erst transcendental "Lord Pluto" and his able coadjutor "Mr. Ichelmi," assisted by the misanthropic-yolept "Bouncer," who, in the midst of fable and paradox by wiles of Bouncer and Margate's feminine fox, emerged at last by the happily synchronous prevention of Knox.

P.S.—A complete programme is enclosed. A cold Northerly storm prevailing.

Manila.

(Translated from our Manila Exchange.)

An appeal made by Messrs. Peete Hubbell & Co., for the restoration of certain China effects seized by the guards on board the American ship *Don Quixote*, and afterwards confiscated by the Customs for being included in the manifest, has been disallowed.

Necessary elements have been forwarded for the floating of the *Mr. Maclean*, wrecked at Iloilo.

On the 18th February, the British ship *George Thompson* arrived here from Yokohama, with salt, and the British barque *Flying Spur*, from Nagasaki, with coal.

The Governor General has been pleased to recognize Mr. George Angus as Kinloch, as Her Britannic Majesty's Acting Consul at Manila, which duty he commenced to perform on Feb. 6th, 1879.

The agents of the Electric Lighting Co. of London will shortly arrive at Manila with the object of making proposals to the Government for lighting the streets of Manila by electricity.

Messrs. Tilton, Hermann & Co. have been allowed to a tip timber on board the British barque *Verona*, at a province of Mindoro, for Palomares.

A slight shock of earthquake, of a few seconds' duration, was felt at Manila on the 21st Feb. at 9.24 a.m.

Cebu, Feb. 17.—Trade is dull here, the prices are low and without demand, except the rice. There is only one ship in port.

A home paper says:—"The Chinese are commencing revealing the foreigners, especially the Englishmen, for having compelled them to open their ports to the rest of the world. Such is the craftiness which they pursue for taking hold of the trade of other countries, which formerly was in the hands of the foreigners, that the greater part of the traffic, wholesale and retail, started by the Englishmen, the Germans, and the Americans, is now being taken over by the Chinese."

The natives of the Celestial Empire are so cunning, and being satisfied with so little profit, while living most economically, that the people of other nationalities cannot by any means compete with them." The above is not applicable to the Philippines; here the most of the Chinamen live in the shade of the foreigners, without whom they would fall.

China.

AMOI.

The last fortnight's *Amoy Gazette* furnished us with the following scraps of news:—We hear that Mr. Edwards has taken a photograph of the rooms as decorated for the fancy Dress Ball and that two groups in fancy costume were very successfully taken on Tuesday afternoon at Mr. Edwards's residence. So there will be lasting souvenirs of this pleasant entertainment.

The departing Haifong of Amoy is this day (14th) to receive a deputation of Chinese merchants who will express their regret at his departure and present him with a laudatory address written in the usual form, besides a quantity of tea and rice, and red umbrellas covered with the names of his well-wishers. Rumour, however, says that these compliments have not been unanimously voted by the native mercantile community at this port, but only by a certain favoured section, the members of which take this opportunity of expressing thanks for favours received.

The Great Northern Telegraph lines appear to be in a excellent working order. An answer was received here on 20th at 10 a.m. to a telegram to London despatched from here at 6 the previous night. This gives the splendid average time of 18 hours only to get a telegraphic answer from Europe.

In the good work of isolating upon municipal cleanliness amongst our Chinese fel-

low-landers on Koolang, a beginning has now been made, and it only remains for the powers that be to keep the native authorities well up to the mark. The usually dirty street, bounded on one side by that filthy pond which is justly the eye-sore of all foreigners, was this morning properly swept and as sweet as it is possible for such a locality to be; that it is perhaps hardly likely that this state of things will endure to the afternoon.

H. M. S. *Moore*, Commander, W. M. Carey, arrived on 22nd from Shanghai. She is, we understand, to be stationed here in place of H. M. S. *Hart* which will leave for the North on her return from Formosa.

The Revenue Cruiser *Kai Hoo*, Captain Barker, arrived on Saturday afternoon (22nd) from the Light-house and left on the 25th for Fisher and L-mock Islands.

We learn that on board the *Taiwan* at the time of the disaster were a number of students bent upon a further trial for the degree of *sin-tai* at the Formosan Capital, after having been unsuccessful in their own provincial towns. There being no Chinese sons of the soil in Formosa and comparatively few candidates, this irregularity appears to be winked at by the local authorities.

To-day (25th) is Shrove Tuesday, the anniversary of pancakes; and it is somewhat remarkable that, according to the *History of Amoy*, certain porous cakes are annually made and eaten by the Amoy Chinese about this period.

A Mask Ball was held at the Custom House yesterday evening (25th) and turned out a perfect success in every way. The costumes were of a most varied and amusing nature and many of them were remarkable for the originality and striking effect, those of the ladies dressed as shepherdesses, Japanese, Viennese, and Chinese being by far the most conspicuous; the gentlemen's costumes were so diversified that a description of them would occupy too much space; but suffice it to say, almost every conceivable character was represented, Chinese predominating. At midnight an excellent supper was served, after which dancing recommenced and was kept up until 4 a.m.

KIDNAP.—A resident of Amoy has the fanciful wish to relieve himself of \$1,000 without spending them, giving them away, losing them or getting rid of them in any of the ordinary modes of disposing of superfluous wealth.—Can any of your readers suggest how that resident should go about it?

ANSWER TO THE "KIDNAP."—I know a way out of the difficulty. My solution may not be quite so clever as that which the author of the Problem is likely to have in store for us (I hope he'll let it out in the course of time), but it is nevertheless a rich knowing and can be recommended as efficacious.

Take one thousand Mexican dollars and send them to the Bank, you will get a receipt for 990 Spanish dollars. Withdraw these 990 Spanish dollars the next day, and you will be paid in Mexican dollars according to weight, the proceeds being about \$994 or less. Now again take these 994 Mexican dollars to the Bank and they will credit you with 994.18 Spanish dollars; draw this sum out to-day evening, and it will yield, on the above-mentioned principle, something like 998 Mexican dollars, more or less, so on paying in and drawing out like this you will find, one glorious summer morning that, when you send the last 2 Mexican ones remaining out of the original \$1,000 to the Bank, the Sheriff will inform you that they are bare coin, too many to be converted into Spanish cents, and that he has consequently given them to his Baby to play with.

Should you thereupon express the unbecoming desire to know what has become of your capital, the answer will be that it has fallen a victim to the difference between real and imaginary weight.

Japan.

YOKOHAMA.

A person named Chi-a, of the village of Iwashimizu, province of Tango, about to fly before the government a sample of a remedy to cure the disease of silk worms, which he has discovered after many years' study, and to which he has given the name *Yonan Yaku*.

The law-suit relating to the Takasama coal-mine, will probably be finished about the middle of this month (Feb.).

The governor of Ibaraki-ken is about to give notice to the Minister of the Interior, of the discovery which has been made in the vicinity of the mountain of Shiken-zin of three mines, of gold, silver, and copper.

Kobe.

(From the *Hioyo News*.)

An official inquiry into the cause of the death of Desanais, seaman of the French corvette *Cosmos*, was held at the British Consulate on Monday, Mr. Flowers, Esq., Acting French Consul, presiding. The evidence of two shipmates of deceased who were with him at the time of his death was heard, and Dr. Harris testified to the inspection he has made of the body, soon after death and subsequently. One of the three men belonging to the *John Milton* who had been arrested and were present in court, was held to answer for the death of the man; the other two were ordered to be discharged from custody and sent on board the vessel they belong to. All three are under 19 years of age. The revelation of the death of the unfortunate man made the beginning of Dr. Harris's evidence, seemed to cause considerable quietude to one of the assigned, the man committed to trial, William John Mansfield, the fact of the death of Desanais, it appears, having been kept from all three lads, the preliminary enquiry commenced at the British Consulate at 10 o'clock yesterday morning, the charge—causing the death of the seaman Desanais—being laid by M. Dumas-Venue, the Commander of the *Cosmos*. Should this grave accusation be sustained the case will have to go for trial before a jury, in which case, we imagine, it may be found advisable for Mr. Mansfield, the recently-a-pointed judge, to come down to Kobe. The case is exciting a great deal of interest. We very much regret that our usual humdrum existence has been disturbed in such a sad way. Bad grey is at the bottom of the whole trouble, and until the fire-water dews disappear from the face of the land we may expect endless repetitions of the same terrible tragedy as was enacted in our usually peaceful settlement on Sunday night.

The funeral of the unfortunate seaman Desanais took place yesterday morning. The body was removed at about half past eight from the Municipal Police Station, and conveyed to the Roman Catholic Church, where a service of some length was held. The funeral service then proceeded to the cemetery, where the last rites were performed. Squads of men from the *Cosmos*, and from the *Midge* and *Sylvia*, took part in the procession. Mr. Flowers, Acting French Consul, Mr. Quinn, First Assistant of H.B.M.'s Consulate, and several officers of the vessels above named, also accompanied the body of the deceased seaman to its last resting-place. The services occupied more than an hour.

The American ship *Coldstream* was sold at public auction by Mr. J. J. Cann on 5th instant. The price realized was Mex. \$11,800, which we believe is considered satisfactory. There was brisk bidding amongst the *sake* merchants of Nishinomiya, and the neighbourhood, to one of whom the vessel was knocked down. There were three groups of bidders amongst the Japanese present, and judging from the interest manifested in the proceedings some disappointment must have been felt by those on the losing side. Another opportunity to acquire a foreign built ship will, however, be afforded them shortly, as it will be seen by our advertising columns—the *Brig Pesta* is to be sold by auction on the 15th instant, by the same auctioneer. Mr. Cann. The stores of the *Coldstream* were sold in the afternoon of the same day at the Eastern Custom House, and realized \$619, the price obtained being in nearly every way good.

It was mentioned in our translations from the *Osaka Nippo* on Wednesday last that telegraphic communication with Koshi was interrupted, but that the cause was not known. We now learn that both cables have been willfully cut by some men calling themselves fishermen. They were caught in the very act, and handed over to the police. It appears the telegraph department have established a look-out station on a small island known as Cone Island, close to the place where the cable is landed on this side, and the men now in confinement were seen, through the glasses, to lift the cables one after the other, and chop them through on the gunwale of their boat. A European expert, accompanied by five native assistants, left for Shibukawa, Bizen, yesterday morning, and communication will doubtless be restored in a very short time. The men who cut the cables gave as an excuse that they interfered with their fishing. This may or may not be the true reason, but it is not supposed that the rootless *Rishishita* had anything to do with the business.

The U. S. gunboat *Ranger* arrived from Yokohama on Thursday morning. We understand that advantage will be taken of the presence in Kobe of a U. S. naval officer to investigate the charge laid against the *Monocacy* of running down a junk, as reported in our issue of 25th ult.

SHANGHAI RACE CLUB.

An extraordinary meeting of the members of the Shanghai Race Club was held on 25th ult., at the Shanghai Club—Mr. J. Hart presiding. There was a good attendance of members. Mr. Barnes Dallas, the secretary, read the notice calling the meeting, which stated that it was for the purpose of considering the following changes in the standard of heights and weights:—1st.—That the Height of Ponies be 14 Hands and under. Weight for Ponies be 1st, 10lbs. for 12 Hands, and an increase of 3lbs. for every inch up to 14 Hands. 2nd.—That fractions of an inch count in favour of a Pony. The Chairman stated that after some consideration the Stewards had decided to recommend the alterations as read, being an increase of 3lbs. on the weights hitherto run, and with the differential weight between 13 and 14 hands abolished. The only difference would be that instead of 5lbs. for the range from 13.5 to 14 hands there would be 3lbs., which the Stewards considered was quite enough. Ponies above 14 hands would be disqualified. He therefore proposed that the alteration as stated be adopted. Mr. Courts seconded. Mr. Gore Booth proposed that the weight be 10st. for 12 hands, and to increase 3lbs. for every inch up to 14 hands. Mr. Bidwell seconded. After some discussion, the amendment was put to the meeting, when only three voted for it; and the motion of the Chairman was adopted.

Mr. Lucas suggested that the "Derby" should be run by weight for inches instead of level weights. A long discussion took place on this point, and the Chairman stated that it could not be decided at that meeting, but the Stewards would carefully consider the question, and in drawing up the programme they would endeavour to meet the wishes of the Club in regard to it.

The meeting closed with a vote of thanks to the Chairman.—*Courier*.

SHANGHAI STEAM NAVIGATION COMPANY.—IN LIQUIDATION.

(News.)

The annual general meeting of the shareholders in the Shanghai Steam Navigation Company, in liquidation, was held on 24th ult., at the offices of the Liquidators, Messrs. Russell & Co. There were present:—Messrs. E. B. Forbes (in the chair), E. H. Bell, P. Maclean (Directors); E. C. Brown, J. Buchanan, J. Jacques, T. D. Skelly, E. P. Lalonde, A. Veitch, J. W. Harding, W. G. Jamieson, H. Peters; B. Francis, P. G. Hubbe, Carl Krebs, A. Thurnburn, N. B. Hinckley, and A. White, auditor, representing 13,731 shares. The Chairman said:—In presenting the Directors' report for 1878 for your acceptance, I have very little to say, as the figures before you speak for themselves. You will be glad to see that the Hospital dues question has been settled very favorably for the Company. The deed of release given by the U.S. Consul-General, under instructions from the Treasury at Washington, is in favour not only of the persons whose names are on the bond, but includes all the shareholders. I may mention that the item of uncollected freights represents an amount due on a shipment from Hankow to Tientsin, regarding which there has been a long correspondence between the U.S. Consul at Hankow and the Chinese Authorities. The matter was referred to Peking some time ago. Meanwhile the Company holds security for the debt, and the eventual loss, if any, is likely to be unimportant. On the 1st of March there will be due 96,000 taels from the China Merchants Co. for interest, and on the 1st April 60,000 taels for the regular quarterly instalment; and the Directors hope to make a return of 4 taels per share early in April.

I do not think there is anything more I need say, but if any shareholder has any question to ask I shall be glad to answer him. I will conclude by proposing—"That the Report of the Directors, and the accounts of the Liquidation for the year 1878, as presented, be accepted and passed."

Mr. F. H. Bell seconded the motion.

No questions were asked in response to the invitation from the Chairman, and the motion was unanimously adopted.

The Chairman said the next business that came regularly before the meeting was the question of remuneration to the Directors.

Mr. Veitch proposed:—

"That in accordance with clause 6 of the liquidation resolution the compensation of the Directors for the current year be fixed at Tls. 200 each."

Mr. Skelly seconded the motion, which was carried unanimously.

This concluded the business before the meeting; and on the motion of Mr. Buchanan seconded by Mr. Lalonde, a vote of thanks was passed to the Chairman for presiding, and the shareholders dispersed.

The following is the Report of the Board of Directors:—

"The Directors beg to submit to the Shareholders, the Liquidation accounts of the Company for the year 1878.

The quarterly instalments due from the China Merchants' Steam Navigation Company have been regularly paid; together with one instalment of Tls. 25,000, leaving a balance at their debit on 1st January of Tls. 410,000, exclusive of interest.

An open sketch of receipts and payments during the present year up to date is also appended.

The seven returns of Capital made up to date amount to Tls. 59,500 per share.

The claim of the United States Government for "hospital dues" has been settled by payment of \$3,617.50 U.S. silver coin, and a deed of release in favor of the Company has been executed by the U.S. Consul-General here.

Shanghai, 14th February.

LIGHTS ON THE JAPANESE COAST.

(Rising Sun.)

We have received the list of Light-houses and beacons for this year, and although little change has taken place since the last list was issued, there has been much good work done in the department to call for more than a passing notice. Up to the present date, the number of light-houses around the coast is forty, which will be increased by one more on the completion of that now in course of construction at Oosaki, Oga Goto.

This light which will be one of the most powerful on the coast, is being erected on the south-western extreme of Fukuyue, and when finished will have a range of visibility of twenty-five miles. The building is of iron and will measure about forty-five feet from basement to vane. The light will revolve every half minute, is of first order and will, we are informed, be the most powerful light which the department has yet erected. The want of such a guide has been sadly felt of late years, and all ships trading between Nagasaki and Shanghai will hail with satisfaction the completion of this additional land mark.

During last year one more light-house was erected at the mouth of the Kidaigawa at private expense several buoys and beacons have been replaced, and one of the latter is now in course of construction at or near Spex Straits. In addition to all these efforts to render navigation in the waters of Japan safer to the mariner, we hear that fog-horns are to be placed on various points of the northern coast, and these will in all probability be completed during the present year. It must be admitted that no branch of the public service in this country is in better working order than the light-house department, or capable of a more extended field of usefulness than that which points out the dangers of the coast and provides for the safety of all ships arriving at or leaving any port in the country. The manner in which the working of the department is carried on reflects the greatest credit on all who have any control in its management, and we have to congratulate Mr. Hara Takayoshi, the Commissioner, on the efficiency of the public works over which he presides, as well as Mr. MacRitchie, the foreign engineer, to whom is due in a great measure the successful carrying out of new plans and the satisfactory working of those already completed.

BABY GONE TO SCHOOL.

The baby has gone to school; ah, me! What will mother do, With never a call to button, or pin, Or tie a little shoe? How can she keep herself busy all day, With the little "hinderling thing" away!

Another basket to fill with lunch, Another "good bye" to say, And the mother stands at the door to see Her baby march away.

And turns with a sigh that is half-relief, And half a something akin to grief.

She thinks of a possible future morn, When the children, one by one, Will go from their home out into the world, To battle with life alone, And not even the baby left to cheer The desolate home of the future year.

She picks up garments here and there, Thrown down in careless haste, And tries to think how it would seem If the house were always still as this, How could she bear the loneliness!

HOW TO GET PURE TEAS.

A delegation of Baltimore tea merchants lately had an interview with the Chinese Embassy at Washington, chiefly with reference to the introduction of pure teas from China, to supplant in American markets those which are colored or adulterated. The Minister said through his interpreter that the various brands of tea sold in America and Europe are unknown to and not used by the tea consumer in China. They are specially prepared by the Chinese tea exporters for the foreign market. They are colored by the use of chemicals; and the process, together with the peculiar methods of fixing up tea for foreign markets, not only renders the plant less palatable and beneficial, but more expensive. The adulteration and coloring of teas for the foreign market, he said, are wholly in consequence of the demand which has existed for such teas; and the Minister expressed the opinion that if Boards of Trade in New York and China would make known the fact that pure teas are not only better but cheaper, it would

benefit both producer and consumer. There is, he said, really only one kind of tea plant, and from this both the green and black teas are produced. The equivalents for the two terms "green" and "black" do not signify to the Chinese the color of the tea, as in America, but have reference to the period of gathering, "green" indicating to them, as in "green corn," not a color, but a state of immaturity.

Yung Wing, who has travelled extensively in the tea districts of China, said in answer to an inquiry, that he saw no reason, except the want of Chinese labor, why tea could not be profitably grown in America, but that it is wholly a question of labor. Chinamen are employed even in Japan to superintend the work of culture and preparation, and would be a necessary part of the same work here. Expert Chinamen would, however, not come to America as long as the present outcry against them is maintained on the Pacific coast.—*Scientific American*.

I HEAR from Gibraltar that Lord Napier and General Grant became great cronies on the occasion of the ex-President's visit to that place. They rode and strolled about, and had mess-dinners, and there was a review as well as a sham battle. There was some surprise that the General did not wear his uniform at the review. But the American Consul told my correspondent that Ulysses had tired of his uniform and had sent it home. However, his home-ship was a theme of universal admiration. The soldiers did their best in marching and manoeuvring. Lord Napier was greatly pleased, and said he had never seen them do so well in his life, and he supposed they were putting their best foot forward for the Yankee commander. It was rather a trial to undergo the inspection of a man who had commanded over a million of men, and taken part in most instances as commander, in fifty pitched battles.—*"Atlas," in The World*.

Quotations.

HONGKONG, March 3, 1879.

OPIMUM.—New Patna, cash, \$590 credit, —
" Old Patna, cash, — credit, —
" New Benares, cash, 555 credit, —
" Old Benares, cash, — credit, —
" New Malwa, cash, 500 credit, —
" Allowance Teals, — credit, 800
" Old Malwa, cash, — credit, 800
" Allowance Teals, — credit, 800

Exchange.

Bank, Wire, ... 3/6
" 30 days sight, ... 3/6
" 6 months sight, ... 3/7
Credits ... 3/7
Documentary, 6 months sight, 3/7
India, Wire, ... 2/10
" demand, ... 2/10
Shanghai, demand, ... 72 1/2
" 80 days sight, ... 73
Bar Silver, 17 dwts. B., ... 109 1/2
Sycee, ... 109
Mexicans, ... 2 1/2
Gold Leaf, 99 1/2 touch, ... 28.50
Sovereigns, ... 6.57

Shares.

Hongkong Bank, 44 1/2 prem.
Union Ins. Society of Canton, \$1,450
North China Ins. Co., Tls. 1,300
China Traders' Ins. Co., \$1,400
Yangtze Ins. Assoc., Tls. 715
Chinese Insurance Co., \$500
H.K. Fire Ins. Co., \$760 ex div.
China Fire Ins. Co., \$170 ex div.
H.K. & W. Dock Co., 1 1/2 dis. ex div.
H.K. C. & M. S.-boat Co., \$10 dis.
Shanghai Steam Navigation, Tls. 16
China Coast St. Nav. Co., Tls. 105
Hongkong Gas Co., \$80
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$130, ex div.
Chinese Imperial Loan, \$112
Do, of 1877, \$113

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, March 3, 1879.
BAROMETER.—9 A.M. ... 30.100
Do. 1 P.M. ... 30.014
Do. 4 P.M. ... 30.000
THERMOMETER.—9 A.M. ... 55
Do. 1 P.M. ... 57
Do. 4 P.M. ... 57
Do. (Wet bulb) 9 A.M. 54
Do. 1 P.M. 54
Do. 4 P.M. 55
Do. Maximum ... 57
Do. Minimum over night 53

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.
When Name From
left. day.
9, Urania, Penarth
Sept. 23, Cilurnum, Cardiff
Oct. 16, Jacobine, Liverpool
18, Rosine, Cardiff
19, Hermann, Bremen

Nov. 8, Jan Peter, Manalala
21, Fulda, Hamburg
29, Rosaire, Cardiff
Dec. 13, Blenheim, Flushing
21, Kong See (s.), London
23, Glamis Castle, Cardiff
31, rriam (s.), Liverpool
Jan. 8, Diomed (s.), Liverpool
11, Scotland (s.), London

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.
Glennifer, Glenalloch
Merionethshire, Galley of Lorne.

Sailing Vessel.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 8th March, 1879,
at Noon, the Company's S. S.
"A. V. A." Commandant RAPATEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Passes until 3 p.m.,
on the 7th March, 1879. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, February 25, 1879. mal8



STEAM FOR

SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERANEAN PORTS, SOUTH-
AMPTON, AND LONDON;

Also,

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"GEELONG," Captain C. FRASER, will leave
this on SATURDAY, the 16th March, at
Noon.

For further Particulars, apply to
A. MOIVER, Superintendent.

Hongkong, March 1, 1879. mal15

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched
for San Francisco via Yokohama,
on MONDAY, the 17th day of March, 1879,
at 3 p.m., taking Cargo and Passengers to
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 16th March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, February 26, 1879. mal17

Volume Seventh of the
"CHINA REVIEW."

Now Ready.

No. 3.—Vol. VII.

"CHINA REVIEW"

CONTAINS—

Sketches from the Book of Rites.
Geographical Notes on the Province of
Kiangsi.

Ethnological Sketches from the Dawn of
History.

Notes of the "Ta-t'ing" Dynasty.
The Critical Disquisitions of Wang Ch'ung.
The Ballads of the Shih-king.

Translations of Chinese School-books.
Tone and Vocal Modification in the
Poonchow Dialect.

Legislation and Law in Ancient China.
A Plea for "Fan-kwai."

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:
Taken on Industries in Canton.
A Bit of Folk-lore about Candles,
Lamps and Fire.

Legends on Chinese Porcelain.
Tame Birds.
To make a Tui (Antithesis).
"Respect This."
The Army of Kwangtung.
Gutta Serba in China.
Chinese Dialects.
"Confucius Losing a Horse in the
Desert."

Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, January 21, 1879.

To Let.

PORTION of a HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE, Queen's Road Central.
Possession 1st March next.

Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

TO LET.

HOUSE No. 7, Zetland Street. Posses-
sion from March 16th.

DAVID SASSOON, SONS & Co.
Hongkong, February 26, 1879.

TO LET.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:—

FIRST FLOOR, No. 2, with possession
1st February.

HOUSE No. 4, Praya East, either the
whole House or in Flats, with possession
on the 1st April next.

Also,
A FRONT and BACK ROOM in the
DWELLING to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

Also,
A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.

For further particulars, apply to
MEYER & Co.
Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.

Apply to
WO HANG,
Nos. 6 and 7, Praya West.
Hongkong, January 2, 1879.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr. F. GROBLIN in our Firm
CEASES to-day.

SANDER & Co.
Hongkong, March 1, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of
Mr. WALTER SCOTT FITZ, in our
Firm in Hongkong and China, CEASES on
the 31st December last.

Mr. CHARLES VINCENT SMITH is
admitted a Partner from this Date.

RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.

THE Interest and Responsibility of the
Undersigned in the Chinese Mail,
華字日報 (Wah Tze Yat Po),
CEASES from the 1st August, 1877, but
Debit prior to that Date will be received
and paid by him.

CHUN AYIN.
Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Under-
signed has LEASED the Chinese Mail
from the 1st August, 1877, and has engaged
the services of Mr. LEONG YOK CHUN,
as Translator and General Manager of the
newspaper, which under its new régime
will be found to be, as hitherto, an ex-
cellent medium for advertising, especially
as the Manager is at a loss to do his whole
attention to the conduct of the Newspaper.

KONG CHIM,
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

Insurance.

CHINESE INSURANCE COMPANY,
(LIMITED).

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
General Agent.
Hongkong, December 9, 1878.

QUEEN FIRE INSURANCE

COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1879.

Insurance.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned having been appointed
Agents for the above Company, have
this Day taken over charge of the Hong-
kong Agency, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

THE Undersigned having been appointed
Agents for the above Company, have
this Day taken over charge of the Hong-
kong Agency, and are prepared to grant
Insurances on MARINE RISKS at Current
Rates to all parts of the World.

HOLLIDAY, WISE & Co.
Hongkong, February 10, 1879.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

MEYER & Co.
Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Steamers																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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